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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY Czechoslovakia

REPORT

SUBJECT Hradec Kralove Airfield

DATE Dist.

13 MAY 1957

NO. PAGES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

sketch of Hradec Kralove Airfield, described in the body of the
report as Inclosure 1

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Hradec Kralove Airfield

General Information

The CAF rated military airfields as follows:

a. Permanent Airfields (stale letiste).

- (1) First-class airfields (letiste prvni tridy) were capable of handling all types of aircraft under all weather conditions. Runways were concrete and longer than 1800 meters.
- (2) Second-class airfields. (letiste druhe tridy) were capable of handling only certain types of aircraft under limited weather conditions. Runways were covered with grass, perforated steel planks, or concrete. Length of the runway was usually between 1200 and 1800 meters. At Hradec Kralove Airfield minimum weather conditions were determined as follows:
 - (a) For average trained crews: 300 meter ceiling and 2000 meter visibility.
 - (b) For excellently trained crews: 100 meter ceiling and 1000 meter visibility.
- (3) Third-class airfields (letiste treti tridy) were only for light aircraft. Length of the runway was 800 to 1200 meters.

b. Temporary airfields (prechodne nebo dočasne letiste).

- (1) Auxiliary airfields (polni letiste) were used only during periods of tactical training. The runway area could be improved by any means at the disposal of the airfield battalion. The length of the runway area had to satisfactorily accommodate the type of aircraft used by the operating regiment. The runway was either grass covered or covered with perforated steel planks. There were no permanent buildings on these fields.
- (2) Emergency landing fields had no prepared runway area nor technical facilities.

Location and Dimension

2. Hradec Kralove Airfield (N 50-15, E 15-51) was a dual-purpose airfield (diversni letiste); it was a military airfield which also handled civilian traffic. It was classified as a "second-class" military airfield. The airfield was located 3.5

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kilometers north of the town of Hradec Kralove. It was rectangular and measured about 3000X2000 meters. Figure 1 on page 14 is an overlay

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scales 1:25,000,
Numbers in parentheses below refer to numbers on the overlay.

- (1) Railroad Line - double tracked.
- (2) Railroad Stop - at Slezske Predmesti, a suburb of Hradec Kralove.
- (3) Village of Pouchov (N 50-14, E 15-51).
- (4) Skalick Creek - ran through a culvert (dotted line) under the east end of the grass runway.
- (5) Field Road - no longer in use.
- (6) Road - from Pouchov to Rusek (N 50-15, E 15-52); no longer in use across the landing area.
- (7) Village of Rusek.
- (8) Civilian Hanger - belonged to the civilian airfield which occupied the northeast corner of the military airfield (see paragraph 13).
- (9) Roads - no longer in use.
- (10) Spravcice Farm Settlement.
- (11) "Familie" Farm Settlement - abolished; only one building and the glasshouse were still standing.
- (12) Airfield Building Area.
- (13) Fence - two meter high chicken wire mounted on concrete posts with barbed wire on top.
- (14) Road - connecting the main gate of the airfield and the village of Pouchov.
- (15) Village of Vekos.
- (16) Starting Platform - concrete.
- (17) Planned Runways - see paragraph 4.

3.

Inclosure 1 is a memory sketch of Hradec Kralove Airfield. Numbers in parentheses below refer to numbers on the sketch.

- (1) Bus Stop Waiting Room - a wooden, one-story building measuring 2X4 meters.

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- (2) Main Gate - an iron, four-meter-wide gate for vehicles with a narrow door for pedestrians. Both military and civilian guards were stationed at a guard post adjacent to the entrance. Civilian patrols used dogs at night.
- (3) Classroom Building - a three-story, brick building measuring 50X50 meters.
- (4) Parking Lot - for vehicles of the transportation company (automobilni rota) of the 21st Airfield Service Battalion.
- (5) Vehicle Lubrication Racks - with a gas station.
- (6) Garage - a two-story, brick building measuring 30X8 meters.
- (7) Warehouse - a three-story, brick building measuring 10X15 meters. Windows were barred. Quartermaster supplies and ammunition were stored there.
- (8) Staff Building - a three-story, brick building measuring 100X20 meters with a fourth floor in the middle part of the building. It housed the commanding officer of the Airfield Service Battalion, the commanding officer of the Higher School for Air Officers, a telecommunication switchboard, a VHF radio station and a mess hall for flying personnel.
- (9) Student Mess Hall - a two-story, brick building measuring 40X15 meters; the EM club was also located there.
- (10) Student Billets - same as building, Point (3).
- (11) Water Works - a circular-shaped, brick building with a diameter of five meters and a height of three meters. The airfield had its own water supply.
- (12) Administration Building - a two-story, brick building measuring 20X10 meters. It housed the offices of the Military Construction Administration (vojenska stavebni sprava), the PX and a barber shop.
- (13) Power Station - a brick building measuring 6X4X6 meters. It housed a transformer and a generator for emergency use.
- (14) Swimming Pool - open air; it measured 25X50 meters and had a depth of 3.5 meters.
- (15) Garage - wooden, measuring 70X10X5 meters.
- (16) Warehouses - wooden, measuring 15X10 and 30X10 meters respectively. Construction material was stored here.
- (17) Warehouse - a one-story, wood building measuring 70X20

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meters; also used as transient billets. The airfield's four guard patrol dogs were quartered in this building, Point (17a).

- (18) Wooden Shed - for storing scrap iron. It measured 10X20X10 meters.
- (19) Warehouse - same as Point (17). It contained lumber and furniture for offices and classrooms.
- (20) Ruins - an area dotted with destroyed buildings. In August 1954, preparations were made to reconstruct these buildings.
- (21) Warehouses - three one-story, brick buildings, measuring 6X10 meters. Ammunition, and decontaminating material (chlorinated lime) were stored here.
- (22) Chemical Warehouse - a brick building measuring 6X10X4 meters; it was used for storage of samples of combat chemical material. Part of the building was used as a gas chamber. A fenced-in area of 4X4 meters in front of this building was used as a testing area for the reaction of the soil against iperit and N-iperit.
- (23) Wooden U-shaped Building - one-story high; it measured 70X20 meters. It contained a mess hall for civilian employees, EMs and NCOs, tailor and shoe shops and a small gym.
- (24) Fire Station - a small one-story, brick warehouse, also used for storing gymnastic material. It measured 10X50 meters.
- (25) Stone Monument - this ten-meter-high monument was erected in 1950 to honor the friendship between fliers and miners.
- (26) School Buildings - housed four classrooms each. They each measured 10X40 meters and were one-story high.
- (27) Training Field - in winter an ice skating rink, measuring 120X100 meters.
- (28) Billets - brick buildings measuring 40X10 meters each. A one-story building housed EMs of the Airfield Service Battalion and the Instruction Regiment.
- (28a) Radio Station - transmitter and receiver HF station.
- (29) Dispensary and Dental Clinic - both had modern equipment.
- (30) Stable - for hay and straw used to fill mattresses.
- (31) Wooden Building - measuring 70X20 meters with a classroom and three large halls used as temporary billets.

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- (32) Wooden Building - one-story, measuring 30X100 meters. Laundry facilities and bath houses were located in this building. Part of it was used for temporary billets.
- (33) Wooden Building - one-story. It was used by the 100 members of the CAF band.
- (34) Brick Building - two-story, measuring 20X20 meters. It was the only brick building of the former "Familie" Farm left standing and was used as a warehouse, a sales-room for vegetables, a stable for horses and a shelter for sheep.
- (35) Glasshouses - for vegetables and flowers which were used in the messhalls or sold to the officers' families.
- (36) Warehouse - a wooden, one-story building measuring 5X10 meters. It stored various material such as aircraft, vehicle and machinery parts.
- (37) Main Warehouse - for air technical material. This one-story, brick building measured 40X100 meters and had a second floor in the middle part of the building. There were loading ramps with hoists along one wall and an underground storage for rubber material, lacquer and oil.
- (38) Repair Shops - for vehicles. Each measured 10X20 meters. There was also a paint shop located here. A small room was used for testing engines.
- (39) Engine Test Stand - this iron construction measured 3X3X4 meters and had outgoing cables to a special room in the adjacent building. Engines to be tested were placed in an engine mount. A fuel tank was attached to this stand. The propellers were a special type with out tips to increase the air resistance and thus simulate flying conditions. The engine was started and checked during three phases: idle, normal or cruising, and maximum. There was a control room with instruments for controlling the engine. This test was called an engine brake test (motorova brzda); the engine was slowed down by special devices, such as the cut tips on the propeller or the application of brakes, in order to simulate conditions of an engine in a moving aircraft. This test run lasted at least one hour. Specialists, mostly civilians from the shops of the Airfield Service Battalion, were present. Another test required the use of magnetic fields (magneticka brzds) to slow down the engine.
- (40) Firing Range - used since 1945 for ammunition storage. This tunnel-shaped range was 50 meters long with a five meter high earth wall at the end. The two buildings to the north and south, each measuring 5X5 meters, were for

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ammunition storage.

- (41) Garage - a one-story, brick building measuring 20X10 meters. Special vehicles such as fire trucks, ambulances and mobile hoists were parked here.
- (42) Control Tower - standard type used on the airfields of the CAF. It measured 10X10X12 meters. See Figure 2 on page 15 for source's memory sketch. The brick building had windows only in the front and rear. On the top of the building there was a steel construction with glass walls. A ladder led to the roof. The Czechoslovak flag was on one corner, an anemeter on another corner, and an antenna on a third corner. Fixed red lights were on each corner. A radio and meteorological station was located on the second floor; radio sets were of the LR-16 (the German FUG 16) and LR-10 (the German FUG-10) types. On the first floor was a navigation room for briefing pilots. Three dispatchers and three meteorologists were stationed in the tower.
- (43) Hangar #I - a reinforced-concrete building measuring 30X70 meters. There was an apron in front of the hangar. The sawtooth-shaped roof was glass covered. The stationary air repair shops (stabilni opravny letecke - SOL) were located there.
- (44) Gasoline Station - for aircraft refueling. It had three outlets. The gasoline level was checked at two places and it was believed there were two tanks underground. Aircraft fuel was of type 87, colored blue.
 - (44a) Gasoline Outlets.
- (45) Hangar #II - a reinforced-concrete building measuring 30X70 meters with an apron extending in front of the building. See paragraph 8.
- (46) Guardhouse - for airfield guards. This brick building also housed the photo lab of the Military Cartographic Institute.
- (47) Hangar #III - Identical to hangar #II, Point (45).
- (48) Hangar #IV - identical to hangar #II, Point (45).
- (49) Gasoline Station - for aircraft refueling. The gasoline was checked at three different points and it was believed there were three underground tanks.
- (50) Wooden Building - one-story, measuring 10X10 meters. It was used by the Military Cartographic Institute.
- (51) New Firing Range - constructed in 1952. It had a concrete foundation, was 100 meters long and 20 meters wide, and had an artificial earth wall at the end. Aircraft

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machine guns and sights were synchronized here. Those present for this procedure were: the armament specialist of the flight, the officer for firing training (strolecký dustojnik), the regimental aviation armament engineer, the commander of the tested aircraft and the entire crew, if all weapons and sights were to be synchronized.

- (52) Sport Stadium - covered with cinders; used for athletic events and soccer games. It measured 250X150 meters.
- (53) Parking area - for Siebel and Heinkel planes.
- (54) Road - from Veskov to Spravice (N 50-15, E 15-50). This road was the main approach road to the airfield.
- (55) Side Road - from the Veskov-Spravice road, leading to the main gate of the airfield.
- (56) Field Road - to Pouchov.
- (57) Roads - five meters wide and asphalt covered.
- (58) Roads - four meters wide and sand covered.
- (59) Former Roads - no longer used.

Runways and Surface.

4.

The old, pre-war runway measured 300 meters in length, 60 meters in width and was 15 centimeters thick. The concrete squares were in poor condition; they were cracked and grass was overgrowing the edges. On each side, to the east and west, was a grass-covered starting and landing platform 1200 meters long. In his capacity as Assistant Deputy to the Chief for Planning and Training for Combat (pomocník zastupce velitele pro plánování bojové přípravy a leteckého výcviku), source had in his possession one copy of the plan for the airfield extension which had been approved by the Military Construction Administration. Another copy was with the Commanding Officer of the Airfield Service Battalion and still another copy was with the Commanding Officer of the Airfield Construction Battalion.

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The new runways were to have a magnetic bearing of 90 to 270 degrees and 150 to 330 degrees. In August 1954 wooden sticks were put into the ground in the area where the new runways were planned. Also in 1954, tests were made to determine the weight capability of the ground, particularly at the eastern edge of the planned runways. It was at this point that the greatest terrain leveling was being made. The new runways were scheduled for completion in 1955 and 1956. They were to be more than 2000 meters long and 250 meters wide. When they were completed, Hradec Kralove Airfield would be classified a "first class" airfield. The airfield surface was

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covered with grass and sand, except in the areas around the hangars. The sandy earth of the airfield was very porous; therefore there was no drainage system on the airfield, except along the aprons in front of the hangars. The airfield was 220 meters above sea level.

Aircraft and Aircraft Dispersal Points

5.

NUMBER	TYPE	DISPERSAL AREA	PURPOSE
16	B-33 (IL-10)	Hangar #III	2nd Sq. of Training Regiment
12	C-3 (Siebel 204)	Parking Lot at Point (53)	3rd Sq. of Training Regiment
6	C-2 (Arado 96)	Hangar #II	Instrument and Night Flights
Unknown	C-5 (equipped with Walter Minor R-43)	Civilian Hangar	Basic Military Training
Unknown	C-106 (Buecker 181) also called Zlin 381, 281	Civilian Hangar	Basic Military Training
2	Sokol	Civilian Hangar	Basic Military Training
2	K-65 (Fiesler-Storch)	Civilian Hangar	Svazarm
4	K-68	Civilian Hangar	Svazarm
Unknown	K-75	Hangar #III	Non-scheduled and VIP flights
1	U-2 (this is the Soviet designation)	Civilian Hangar	Svazarm
3	Heinkel 111	Parking Lot at Point (53)	Military Cartographic Institute

Obstacles

6. All obstacles in the airfield area were marked with red lights:
- All buildings on the airfield.
 - Church tower in Pouchov.
 - Church tower in Hradec Kralove.
 - Chimneys in Predmerice (N 50-15, E 15-49) and Plotiste

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
(N 50-14, E 15-48).

- e. In 1954, the wooded areas at the ends of the proposed runways were cleared to a depth of 500 meters and a width of 150 meters to form a safe approach area. The inner safety circle (vnitrni bezpecnostni okruh) was the circle with a radius of 1500 meters around the center of the runways; it was free of obstacles. The outer safety circle (vnejsi bezpecnostni kruh) was the circle with a radius of 4000 meters; no obstacle higher than 20 meters was within this circle.

Technical Facilities

7. The East Bohemian Power Plants (Vychodoceske elektrarny -VCE) supplied the airfield's electric power. For emergency there were two generators, Point (13) of Inclosure 1. The airfield was connected with the civilian and military telephone net of Hradec Kralove. There was no radar station on the airfield. Portable signaling devices were used for night take offs and landings. One hour prior to darkness the devices were put into place by members of the starting section (startovaci zmena) of the Airfield Service Battalion under the supervision of the Air Traffic Officer (Ridic letani) and his assistant. These landing lights were used only for the existing concrete strip.

- a. Ten to twelve green lights formed the approach line (navadeci rada).
- b. White lights were used for threshold and runway lights.
- c. Red lights were used as caution lights on the airfield boundaries (vystrazne svetla).
- d. Blue lights were used as directional lights (smerovaci svetla) in the taxi zone.

8. Figure 3 on page 146 is a  sketch of Hangar II  Minor repairs were carried out here by the aviation engineers. Figures in parentheses below refer to the numbers on the sketch. 

- (1) Office of the Chief Technician of the 2nd Squadron of the Training Regiment.
- (2) Instrument Shop.
- (3) Main Repair Shop - equipped with work stands, tool closets, stands for engines, hoists, etc.
- (4) Armament Shop.
- (5) Radio Shop.
- (6) Storeroom.

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- (7) Small Classroom.
- (8) Covered Parking Area - for planes undergoing repair; it measured 70X20 meters.
- (9) Open Parking Area.

The other hangars had a different inside layout. All hangars were administered by the Airfield Service Battalion which furnished the basic equipment; special equipment was supplied by the training regiment. A special permit was needed to enter the hangars and visitors were always accompanied by a guard.

Transportation Facilities

- 9. The railroad station of the Hradec Kralove suburb, Slezske Predmesti, was used as a loading and unloading station for the airfield. Trucks of the Vehicle Company (automobilova rota) of the Airfield Service Battalion transported goods between the railroad station and the airfield.

Administration and Personnel

- 10. The commander of the Higher School for Air Force Officers, Major General Raimund Orel, was also the commanding officer of the airfield. This school (vyssi skola dostojniku letectva - VSD let) was a one-year training school for air force officers in preparation for staff and command posts. Approximately 150 students attended this school. The following units were stationed on this airfield.
 - a. The Training Regiment (instrukcni pluk) with 180 men, was under the command of Lieutenant Colonel Oldrich Doskocil. It provided tactical training for students and consisted of three squadrons:
 - (1) 1st Squadron, the fighter squadron, was equipped with ME-109s until 1954, then with MIG-15s. It was stationed at Pardubice Airfield.
 - (2) 2nd Squadron, the ground attack squadron, was equipped with 16 B-33s.
 - (3) 3rd Squadron, the bomber squadron, was equipped with 12 C-3s.
 - b. The 21st Airfield Service Battalion (letistni prapor).¹
 - c. The photo section of the Military Geographic Institute.

Meteorological Factors

- 11. Prevailing wind directions were generally east to west. The new runways were planned in these directions. Flying activity from November to February was limited to 10 percent of normal

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due to heavy fog over the Labe River.

Defense Installations.

12. There were no AA defenses and no camouflage. One machine gun, type 81 with a caliber of 7.82, was placed on the control tower in 1948 to prevent unauthorized take-offs from the airfield.

Civilian Airfield

13. The civilian airfield was located 150 meters south of Rusek and consisted of one hangar measuring 50X20 meters and an administration building measuring 15X12 meters. It was the training field for Svazarm.
14. The Svazarm branch office in Hradec Kralove was located at the "Square of the 25th February" and consisted of a ground section, an air section and a parachutist section; the last two used Hradec Kralove civilian airfield as a training field. Major Kren (fnu) commanded the air and parachutist sections. The two subsections of the air section were: "propeller planes" (motorovy krouzek) and "gliders" (bezmotorovy krouzek). The subsections were headed by civilians.
15. The purpose of the air section was:
- Flight training in propeller planes and examination for a sport pilot's license in accordance with the regulations of the International Civilian Aviation Organization, ICAO.
 - Advance training to obtain a commercial pilot's certificate.
 - Training in gliders.
 - Training in acrobatics.
 - Dropping of parachutists.
16. Politically reliable Czechoslovak youth from the ranks of workers, farmers and the working intelligentsia were eligible for this training. Applicants were chosen by the regional office of Svazarm after a premedical examination by the Regional Institute for National Health (Krajsky ustav narodniho zdravi KUNZ) and a final medical examination by the Institute for Aviation Medicine (Ustav leteckeho zdravotnictva - ULZ) in Prague - Dejvice. Passing these examinations made the applicant eligible either for complete flight training or for flying only slow planes up to 300 kilometers per hour. Theoretical training lasted six months and consisted of the following subjects: political education, refresher course in mathematics and physics, geography, air engines, fuselage, meteorology, navigation, air dynamics, the regulations on flying contained in the ICAO manual LET I-1 and Czechoslovak laws. Successful passing of the theoretical examination was followed

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by practical training which consisted of take-off and landing operations, horizontal flights, climbing and diving, turns, emergency landing, acrobatics, blind flight on the ground and in the air, and local and cross-country flights. Several examinations were given during this training. After a successful final examination, students made their solo flights. After the student made his solo flight, he had to undergo further tests before the Ministry of Transportation, Air Section, in Prague to get his pilot's license. If a pilot completed training with any new type aircraft, the type had to be registered in his license.

17. Types of pilot's licenses were:

- (1) Sport Pilot (sportovni pilot): authorized only for solo flights; a minimum of 200 hours flying time required.
- (2) Commercial Pilot (obchodni pilot): a minimum of 800 hours flying time required.
- (3) Transport Pilot (dopravni pilot): a minimum of 1200 hours flying time required.


18. Glider training was carried out in Sahaj gliders. Ladislav Rezac, a manager in the "Gumokov" plant in Hradec Kralove, was in charge of the glider training.

19. The ground and jumping training of the parachute section took place on the garrison field at Hradec Kralove. This field was located in the suburb, Novy Hradec Kralove, near the Petrov piano factory. The planes took off from Hradec Kralov Airfield. Civilian and military instructors were used; they needed an instructor's certificate issued by the Ministry of Transportation, Air Section. Training for instructors took place at the School for Flight Teachers (Skola pro ucitele letani, SPUL) in Olomouc until 1952. Military instructors needed only a theoretical examination given by the Ministry of Transportation.

The numbers of students were:

- a. In the "propeller planes" class : 30 students.
- b. In the "glider" training class : 50 students.
- c. In the parachute course : 20 members.

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Enclosure:  Sketch of Hradec Kralove Airfield.

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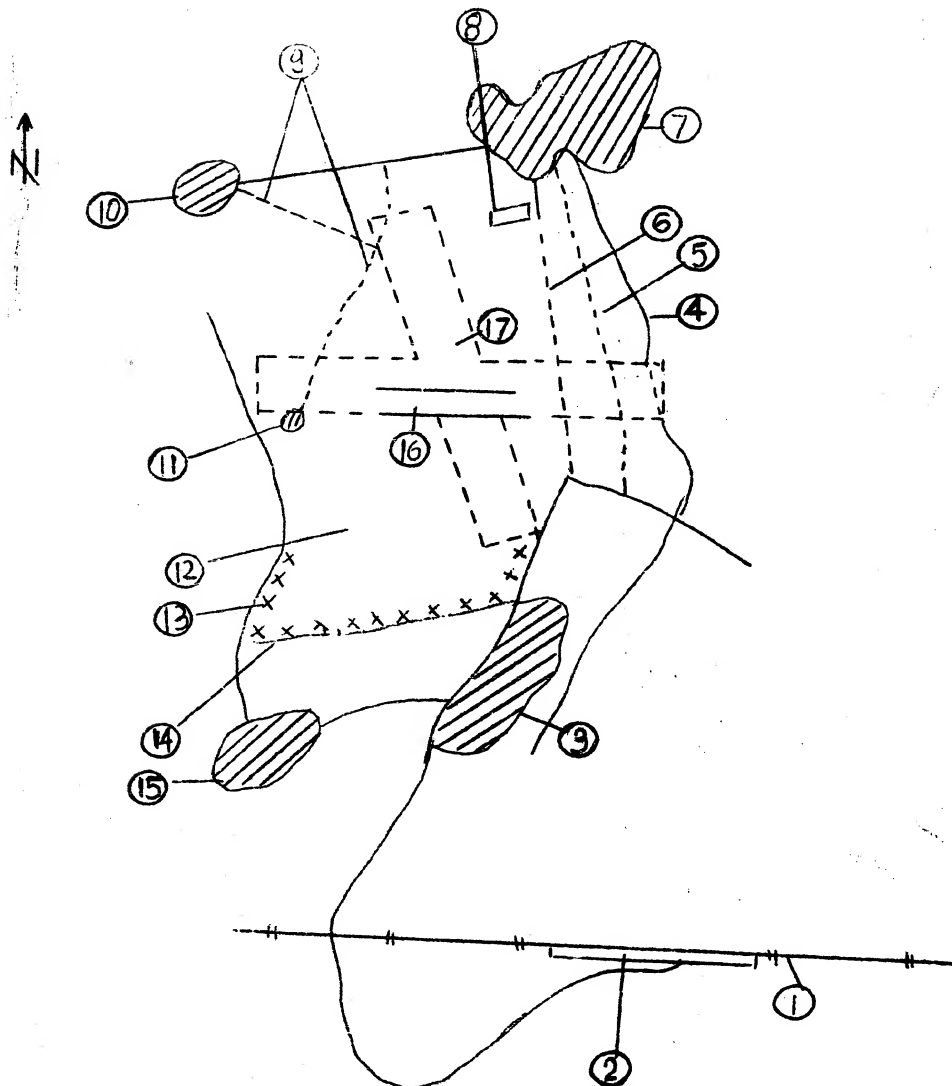
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Figure 1 : Overlay Hradec Kralove Airfield

Scale 1:25,000

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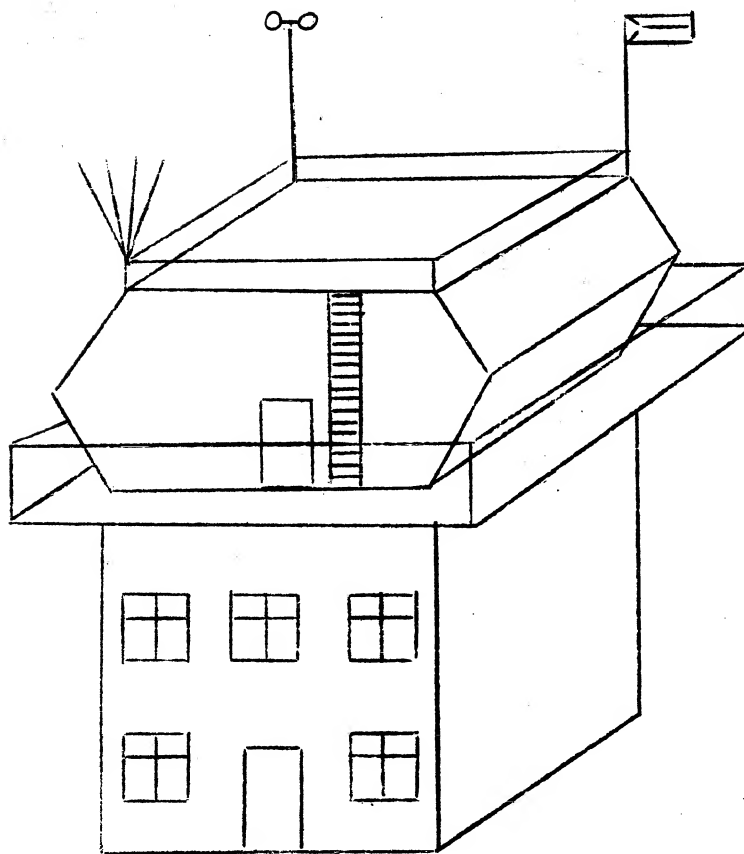


Figure 2 : Control Tower Hradec Kralove Airfield.

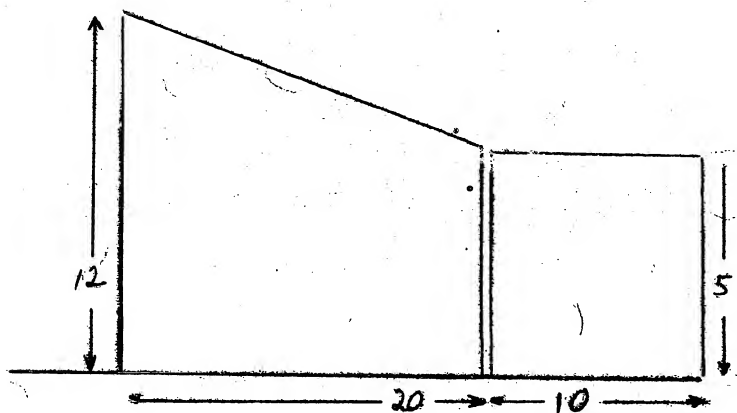
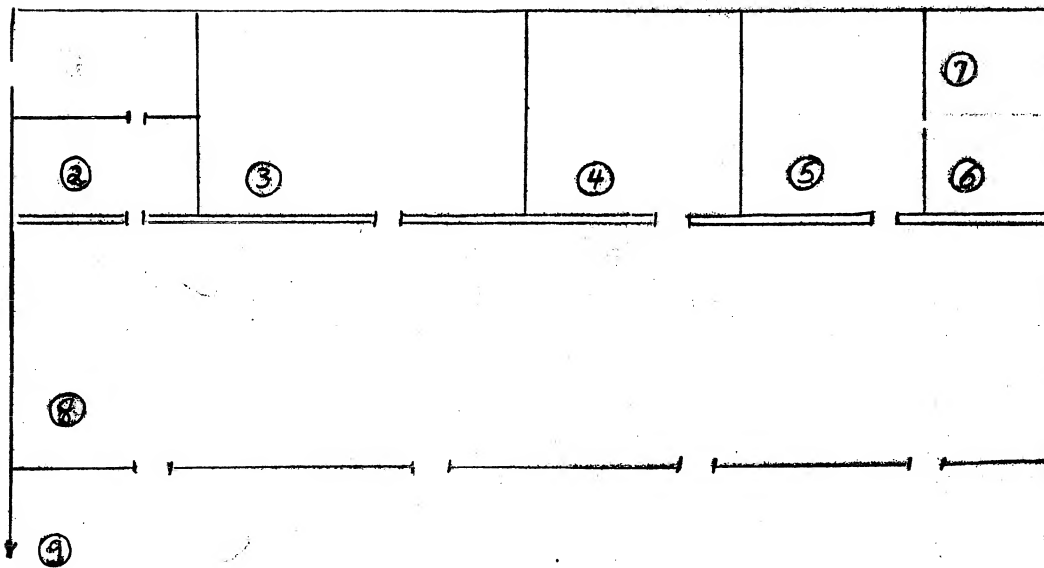
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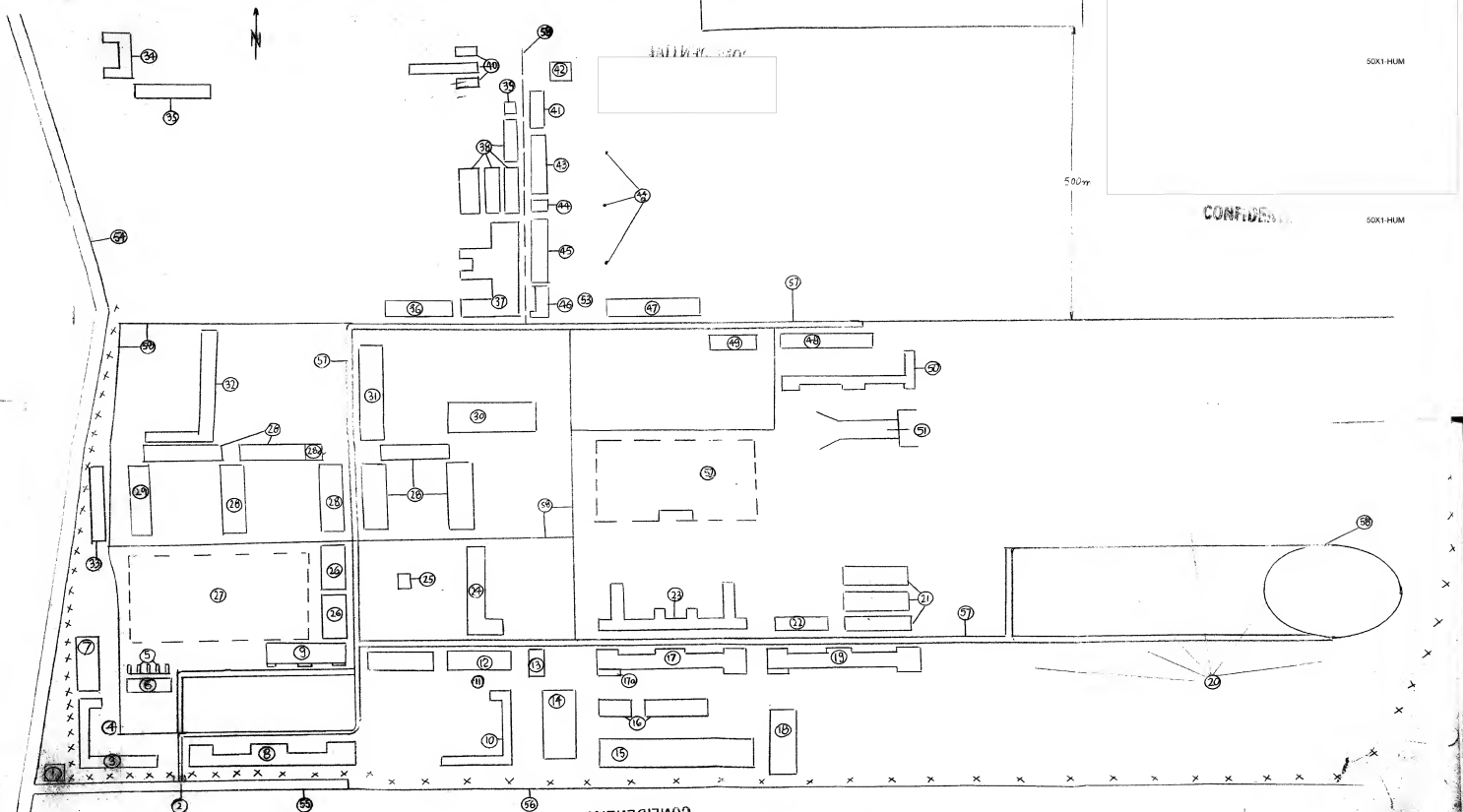
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FIGURE 3 : Sketch, hanger # II. 50X1-HUM
(See paragraph 8)



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